

Bristol News.

FRIDAY, October 9, 1868.
FOR PRESIDENT,
HORATIO SEYMOUR.

FOR VICE PRESIDENT,
GEN. FRANK P. BLAIR.

THE communication signed "Justice" in our last issue, must not be understood as having received our endorsement. The members of the firm of Palmer, Stuart & Co., at Saltville, have been warm personal friends of the writer since he made their acquaintance. And while we concede the right of criticism to others, we must testify boldly to their uniform courtesy and liberality in all of our intercourse with them.

Within certain limits, it may be their good fortune to enjoy a practical monopoly, but to the price of foreign salt they must come and beyond it they can never go. We would rejoice to see transportation arranged so as to reduce the price of Salt, by fair competition, for it is a great staple, but we cannot see that Salt, within fair limits, should not like all other articles be amenable to the great law of supply and demand.

The writer lived with these gentlemen in 1862 and '63. He had extensive access to all of their books papers, letters, and private conversations, and he is compelled to testify that they uniformly and promptly rejected every proposition, from whatever source, looking to undue speculations or oppressive combinations. If he had sought to complain of it was that he, one of their employees, devoted to their interests, could get no pound of Salt or other privilege which the most distant, unknown, and humble citizen could not have obtained.

RAILROAD CONSOLIDATION.—SAINT LOUIS, Sept. 15.—General West, Sam Tate, Gov. Beaufort, Edgar Thompson, and other gentlemen, have consummated a scheme for consolidating all the railroads connecting Paducah with New Orleans. Direct communication will be established between Louisville and Cincinnati, Ind., and Paducah. The movement is inaugurated by a Philadelphia capitalist, with a view to controlling the Southern trade.

Ah, there's the rub! He has heard the foolish adage "fight the devil with fire" and would fight Virginia with consolidation. But the devil always conquers when the weapons are fire, and if the people of Virginia are true to their interests the aforesaid "Capitalist" will go down before Mahone.

We trust our readers see the point at last. The knife of consolidation in Virginia has drawn blood. Philadelphia bows first. We enjoy that blow. It is the death-knell of outside domination in Virginia. In 1865, when our State was disposed to sleep after her long and unnatural trouble, there was one man who seemed to know no exhaustion. He was not unknown to fame, but despising the baseness of the public trumpet and knowing the value of persistence when properly timed he went noiselessly to work at reconstituting the pulseless body of his mother state. There were other minds at work but they were outside Va. and were only after the resuscitation of one limb of the State. The somnolent drug of bribery, however indirect, was rapidly accomplishing her commercial death. But that mind which knew but little, slumbered and no cessation of effort, applied to her its own magnetic impulse. At first there was but little vital response. Foiled, but defeated not, the year 1866 witness ed a powerful awakening among Virginians, and in 1867 consolidation had practically crossed the Commonwealth and only paused on the Tenn border to perfect the grand result thus far accomplished. On the 14th instant the intellectual and energetic power of Va. & Tenn. will be assembled in the city of Norfolk, not to honor the intellect and will which from the incipiency of this great plan there in 1865 have been chiefly instrumental in drawing so much of the vast tonnage and travel of the Union over this line from that city to Bristol and Knoxville, but to inaugurate a plan which shall make the Atlantic ocean a part of this line and render the busy marts of western Europe tributary to the prosperity of Virginia and Tennessee. The work of consolidation is already ahead of public opinion. As its triumphs are unfolded the number of its converts is vastly multiplied, and when its mighty results are accomplished and the line from Norfolk to the Mississippi is under one management then there will not be found in either State a score of adherents to the short line policy.

Take the policy of the Knoxville Press and Herald and compel Gen. Mahone to build for the Orange Road a part of its own tract to connect it with the consolidated line, obstruct the avenues to Norfolk and direct trade to Baltimore, and we will couch for the abandonment of the project by the Philadelphia Capitalist."

From Nashville to Charleston consolidation is in the order of the day, and through freights pass between those cities without change of cars. From Vincennes and Paducah to Mobile and New Orleans, it has stretched its mighty

arms, and yet there are those yet in Virginia who would see this great principle abandoned. We are glad to say they are few and becoming fewer. It is sweeping the country, and Virginia must yield to its transcendent claims.

[COMMUNICATED.]

Editor News-Days.—My attention has been called to a card which has recently appeared in a Knoxville paper, over the signature of Thos. H. Callaway, Esq., who would not undertake to name the fact that that gentleman is well known to us, by his statement of facts, to assign my official conduct before the public to Tennessee of amount of delinquencies, which have to some extent retarded and impeded the transportation of freights over the Air Line, so-called; and I now proceed to notice, in the order in which Mr. Callaway has put his charges, the inaccuracy and discrepancies into which he has fallen.

In the first place, Mr. Callaway alleges that on or about the 1st of June, the Va. & Tenn. R. R. Company departed from a schedule which had been agreed upon in a convention held at Lynchburg in December last, and he says as follows: "Relationships have been made to get a convention, and the same will, which have all been agreed upon, be held at Lynchburg in June, to meet in convention." Now, I ask Mr. Callaway when and where has any convention been called for this purpose since the time, June 1st, when he left? A departure to have been made on the part of our Va. & Tenn. road from the schedule of the Lynchburg convention of December last, except the one to which he refers as having been called at Chattanooga.

But Mr. Callaway has the kindness to say that the Chattanooga convention, whose proceedings have been literally herein recalled, adjourned to meet at Lynchburg, so that no excuse could be had for non-attendance, and as he has been pleased to assert, for the express purpose of rearranging our Air Line freight, to meet in convention, and to take to rest time coming, in the order in which Mr. Callaway has put his charges, the inaccuracy and discrepancies into which he has fallen.

In August, suggestions were made on the part of the Memphis & Charleston, R. R., subsequent to that date, asking if I could attend the meeting of the line in Washington or at Lynchburg, and I would assent in equal candor when I would repeat the general sense of the authority calling the convention at Chattanooga, or in the suggestion made by the President of the Memphis & Charleston, R. R., that the purpose was specially or generally to arrange our Air Line freight schedules—to correct the evils of which he was present on the occasion. And I might add, with some propriety, I conceive, in what regard Mr. Callaway's suggestion of a convention of Gen. Mahone whom he had no knowledge or notification of the coming of the gentlemen mentioned in his card; but Mr. Callaway was represented by Major Jackson, his Superintendent; and how? His own language tells the story.

Mr. Jackson reached Lynchburg the morning train, 9 A. M., and it was as apparent to him (as to Mr. Callaway) that nothing had come, very promptly returned, leaving Lynchburg by the train at 3:25 P. M., the same day.

Now, I would respectfully ask, how did it appear to Major Jackson that nothing could be done? Did he deliberate in the conference with the gentlemen who had convened at Lynchburg for the purpose, as Mr. Callaway alleges of rearranging our Air Line schedule—the removal of the evils complained of?

In answer to this inquiry, I take the liberty of transcribing a letter, dated the 18th of Sept., 1868, from R. C. Jackson, Sup't. of W. J. Ross, Gen'l Mkt., of the M. & C. Railroad:

Knoxville, Sept., 1868. Capt. Frank S. Smith, Memphis, Tenn.

Dear Sir:—I find the following paragraph in the *Greenville Union*, of the 17th: "We learn that a Convention of railroad men was held at Lynchburg, Va., last week, at which the difficulties relative to the transportation of freights by the Air Line were discussed, and a conference schedule agreed upon."

I shall be obliged if you will give me such information as you may have on the subject. We will continue to run the schedule adopted by Convention, held at Lynchburg in December, 1867, until Gen. Mahone and our road, less presented by Major Jackson, and in command of Capt. Ross, was put on the table.

A proposition of O. P. Font, to take charge of the Union Depot, kept in order, lighted and warmed, receive and receipt for unclaimed baggage, with privilege of opening restaurant saloon and news-depot, was presented by C. W. Anderson, and on motion of W. J. Ross was accepted, with the same being called for the purpose of arranging our Air Line freight schedules, to correct the evil which he presents to charge to our Virginia roads. Here are the proceedings: Give them with your comment:

"A meeting of the Va. & Tenn. A. L. R. R. was held at Lynchburg, Va., on the 28th day of June, 1868, at Chattanooga. There were present E. T. & G. R. R.; R. C. W. Ross, G. N. M. & C. R. R.; J. B. H. Dixie, Gen. M. & P. & Va. R. R.; A. C. W. Anderson, Col. Ferrell, Culver Eng., and Capt. Knoxville, & K. R. R.; E. W. Horner, Capt. W. & T. R. R.; J. G. Long, G. P. R. & G. C. R. R., and myself. A. C. W. Ross, & J. B. H. Dixie, was called to the chair, and on motion of J. B. H. Dixie, G. L. Lopez was appointed secretary. The meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented, on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented, on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented, on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented,

on motion of J. B. Hoxie, the meeting was adjourned to meet at Lynchburg, Va., on the 10th day of September, 1868. [Signed] —— J. G. Lopez.

It is evident from this that Mr. Callaway's statement is correct, and that he has no right to say anything in the matter before this convention which makes it necessary for me to offer any apology for not attending.

There had been at various times a suggestion on the part of different members of the line that a convention should be held, but, as far as Mr. Callaway ought to know, for objects other and not directly connected with the arrangement of our Air Line freight schedules. According to his own statement, the difference from the Lynchburg schedule of Dec. 1, 1867, of our part, had not yet come to pass at the time such suggestions were made for a convention, and therefore his charge, that by my failures to attend these conventions the evils which he describes had not been corrected, is also incorrect.

The line east of Bristol was being represented